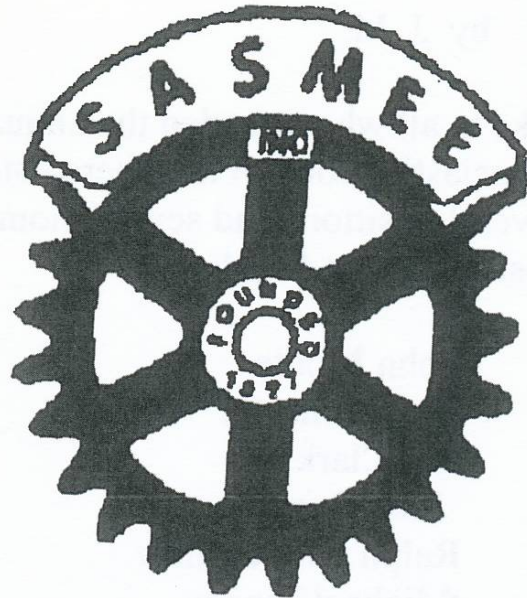




**SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS**

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S.A.S.M.E.E. BULLETIN

1927 ----- 2009

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THE SOUTH AUSTRALIAN SOCIETY OF
MODEL & EXPERIMENTAL ENGINEERS INC.

OCTOBER 2009

ISSN/0155/3700

HAPPENINGS

by J. M.

First up, a special thanks to all who attended the annual general meeting. It was good to see an enthusiastic group of members listening to the year's reports and figures. Several positions had several nominations and through a ballot the following positions were filled.

President	-	John Monte
Vice President	-	Jeff Schaefer
Secretary	-	Ian Clark
Minute Secretary	-	John Beal
Treasurer	-	Ralph Ollerenshaw
Assistant Treasurer	-	Michael Tingay

Committee	-	Alex Mitropoulos
	-	John Weidenhofer
		Don Awalt
		Simon Lindsay

Auditors	-	Michael Moyse
		Graham Gaetjen

Librarians	-	John Davey
		Bill Coles

Canteen Manager	-	Don Awalt
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Boiler Inspectors	-	Bill Coles
		John Levers

Congratulations to all of the new committee as I'm sure the good work will continue for the next year ahead.

A special thank you should be given to Barry Dunstan for 8 years as President who showed dedication, hard work and a good fellow modeller who always strived for the very best for SASMEE. Also a special thanks for Simon Lindsay, Glen Templeman, Gavin Thrum, John Gordon for all their efforts during the year.

SATURDAY PUBLIC FIELD DAY

15TH AUGUST 2009

Some 33 members turned out on a day of 27 degrees, which was rather warm for August. Jack Davey was kept busy in the ticket office as the public started lining up, 1 hour before opening.

The 7 ¼" track had 7 trains and the 5" track had 8 trains and both flowed very well all afternoon. The steamhouse had all stationary engines operational and 5 boats were in the pond at some stage during the afternoon.

As there were 7 birthday parties, Jean Clark, Margaret Lewis and Dawn Schaefer were kept very busy in the canteen.

SASMEE PARK STATION 3 ½" & 5"

Allan Wallace	0-6-0	Speedy
Michael Tingay		Heisler
Simon Lindsay	2-8-0	Nigel Gresley #457
John Beal / David Hawkins	0-6-0	Schenectady
Ian Foster (training)	0-4-0	Tank Loco.
Michael Moyse		Bud Car
Malcolm Ambler		N.S.W. 422 class Diesel /
Electric		
John Monte	0-4-0	Electric Shunter

Trains were dispatched by Don Awalt, Ainsley Cuthbertson, Ian Clark & John Monte.

MILLSWOOD STATION 5" & 7 ¼"

Barry Dunstan	0-4-0	Dolgoch
Bert Francis	0-4-0	Harry
Les Smith	4-6-0	Karralee
John Lewis	0-6-0	Simplex
Graeme Driscoll		Shay
Bill Coles	0-4-0	Jens #1938
Ian Thomas	0-6-0	Hunslet #4 Diesel

Trains were dispatched by Alex Mitropoulos.

It's been 3 years since Graeme Driscoll's Shay has run and I'm sure it didn't take long for Graeme to master the controls again. It was also good to see one of our younger members Mitchell Templeman hauling passengers on Simon Lindsay's Nigel Gresley.

STEAMHOUSE

Bob Scanlan, John Weidenhofer, Ralph Ollerenshaw, Ian Foster.

BOAT POND

Michael Priest	- Royal Auxiliary Tender
John Babi	- Atlantic Tug Boat
	- Super Work Boat
Mary Turner	- Clipper Trawler
Gerry Turner	- Aishah 2

SUNDAY PUBLIC FIELD DAY

6TH SEPTEMBER 2009 (Fathers Day)

Some 34 members came out on a day with possible showers which didn't occur and all enjoyed the afternoon with 4 major birthday parties keeping the stations busy. It was good to receive comments from the public how they enjoyed the afternoon immensely and were looking forward to returning at a later date.

It was good to see Jean Clark and Margaret Lewis go home with some flowers as thanks as these ladies make everybody's day at the club much more enjoyable with the variety of foods and drinks available to members and public.

A happy Father's Day to all members who came and I'm sure they had an enjoyable day doing what they liked best in their hobby.

SASMEE PARK STATION 3 ½" & 5"

Peter Hoye	2-8-2	D&RGW Mudhen #453
John Beal / David Hawkins	0-6-0	Schenectady
Bryan Homann / Peter Homann	4-8-0	T 214
Graeme Driscoll		Kitson Meyer
Allan Wallace	0-6-0	Speedy
Ian Foster (training)	0-4-0	Tank

Trains were dispatched by Ian Clark, Bryan Homann & Peter Homann

MILLSWOOD STATION 5" & 7 ¼"

Bob Nash / Glen Templeman	0-6-0	Koppel
Barry Dunstan	0-4-0	Dolgoch
John Lewis	0-6-0	Simplex

Trains were dispatched by Alex Mitropoulos.

STEAMHOUSE

Bob Scanlan, John Weidenhofer, Ralph Ollerenshaw,

BOAT POND

Norm Kernick	- EA Farquar Pilot Launch
Bob Smith	- Port New Plymouth Cargo Ship
Malcolm Ambler	- Steam Launch
	- Cabin Cruiser

Con't

Michael Priest - Corvette HMAS Gardenia
John Babi - Atlantic Tug Boat
Bill Weste - Langdon, Steam Launch
- Stationary Steam Engine
John Beal - Elke

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BUT MUST PLAY BACK.

SEE BRYAN HOMANN

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AUCTION NIGHT 8TH SEPTEMBER 2009

This is the night when someone's trash can be someone else's treasure. The auction started slow, however auctioneer Jack Davey with hammer in hand knew what the members were looking at and soon there was some fierce biddings for certain items. There was something for everyone, silver solder, railway dvds, bags of steel, to complete sets of drawings.

RAILWAY PARK INTERCLUB RUN

12TH SEPTEMBER 2009

Some 16 members went out to Railway Park for their interclub run and no one left disappointed. It was a relaxed atmosphere and there was a lot chit chatting and everyone was able to play trains, some with long hauls and some without.

con't

Bob Smith had his inaugural run with his NER 2-4-0 FLETCHER, dressed in the era clothing made it enjoyable to see. Railway Park also put on a very pleasant lunch to make the day even more enjoyable. Some members do belong to both clubs. Great camaraderie.

John Beal / David Hawkins	Schenectady
Bob Smith	NER Fletcher
Graeme Driscoll	German p/type V8
Bryan Homann	T 214
John Mere	720 class
Allan Wallace	Black five
John Monte	Electric shunter

SATURDAY PUBLIC FIELD DAY

19TH SEPTEMBER 2009

37 members attended the run day, and it was the day the boat pond was at it,s busiest, with 9 members and 10 boats with 7 boats in the pond at one time.

There were 3 major parties and one was for a 40th birthday, which shows it's not just for the kids but adults have just as much fun.

Margaret Lewis, Jean Clark and Margaret Sambrooks were kept busy in the canteen all afternoon and to the requests of fellow modellers.

STEAMHOUSE

In the steamhouse Ralph Ollerenshaw and Bob Scanlan were kept busy answering many questions and explaining how things ran with all stationary engines running at one time.

SASMEE PARK STATION 3 ½" & 5"

Allan Wallace	0-4-0	Juliet
Bryan Homann	4-8-0	T214
John Mere	2-8-4	720 class
Brad Cottle / Ben Cottle	2-8-0	Buffalo #8307
John Beal / David Hawkins	0-6-0	Schenectady
Malcolm Ambler		N.S.W. class D/E #8715
John Monte	0-4-0	Double head electric shunters

It was good to see another one of our young members, Ben Cottle, mixing in with the rail traffic, gaining valuable experience.

Trains were dispatched by station attendants Ainsley Cuthbertson, John Monte and Mitchell Templeman.

MILLSWOOD STATION 5" & 7 ¼"

Graeme Driscoll		4 Truck Shay
Bert Francis / John Daly	0-4-0	Harry
John Lewis	0-6-0	Simplex

Trains were dispatched by Alex Mitropoulos.

BOAT POND

Norm Kernick
Bob Smith
John Babi

- EA Farquar Pilot Launch
- Port New Plymouth Cargo Ship
- Atlantic Tug Boat
- Mini sport speed boat
- Royal Auxiliary Tender
- Military Trawler
- Clipper Trawler – Bristol Bay
- Aishah 2
- Paddlesteamer – Adelaide
- Tug Boat - Tomar

Michael Priest
Alan Saunders
Mary Turner
Gerry Turner
Stan Shelton
Barry Dunstan

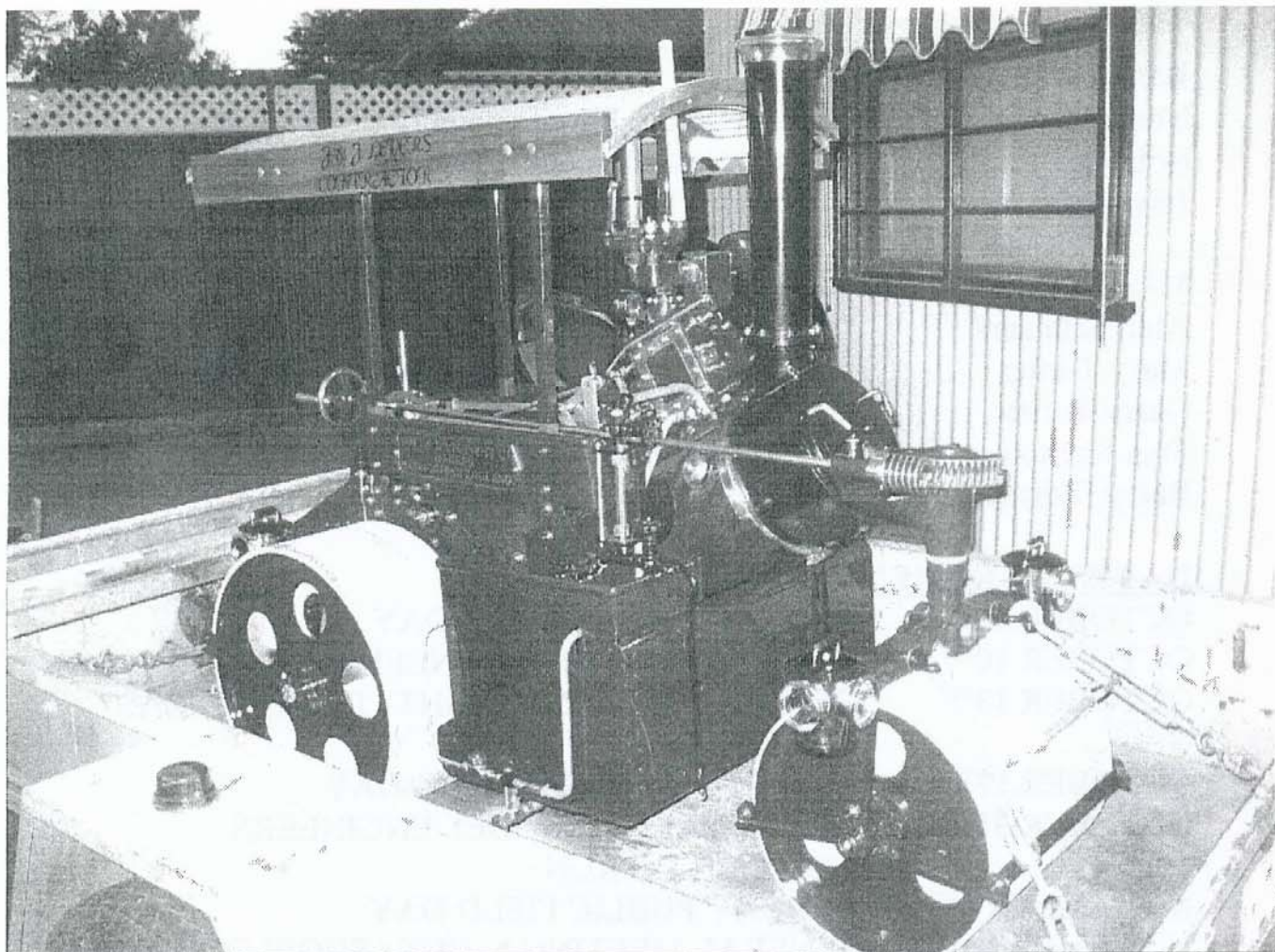
DATES TO REMEMBER

OCTOBER 4 TH	SUNDAY PUBLIC FIELD DAY
OCTOBER 10 TH	PENFIELD MODEL ENGINEERS INTERCLUB RUN
OCTOBER 13 TH	GENERAL MEETING NIGHT / DEMO ON GAS WELDING
OCTOBER 17 TH	SATURDAY PUBLIC FIELD DAY
OCTOBER 31 ST	CLARE VALLEY MODEL ENGINEERS INTERCLUB RUN
NOVEMBER 1 ST	SUNDAY PUBLIC FIELD DAY
NOVEMBER 10 TH	GENERAL MEETING NIGHT / SHOW OF WORKS
NOVEMBER 15 TH	CLUB LUNCH – FRESH CHOICE
NOVEMBER 21 ST	SATURDAY PUBLIC FIELD DAY
DECEMBER 6 TH	SUNDAY PUBLIC FIELD DAY
DECEMBER 8 TH	GENERAL MEETING NIGHT
DECEMBER 19 TH	XMAS BBQ NIGHT RUN
JANUARY 3 RD	SUNDAY PUBLIC FIELD DAY
JANUARY 12 TH	SASMEE INTERCLUB RUN – SAUSAGE SIZZLE
JANUARY 16 TH	SATURDAY PUBLIC FIELD DAY

HELP WANTED.

Looking for a volunteer to help the Canteen Manager carry out a small number of duties throughout the year.

If you are interested speak to Don Awalt or the Committee for further details. Remember, Many hands make light work.



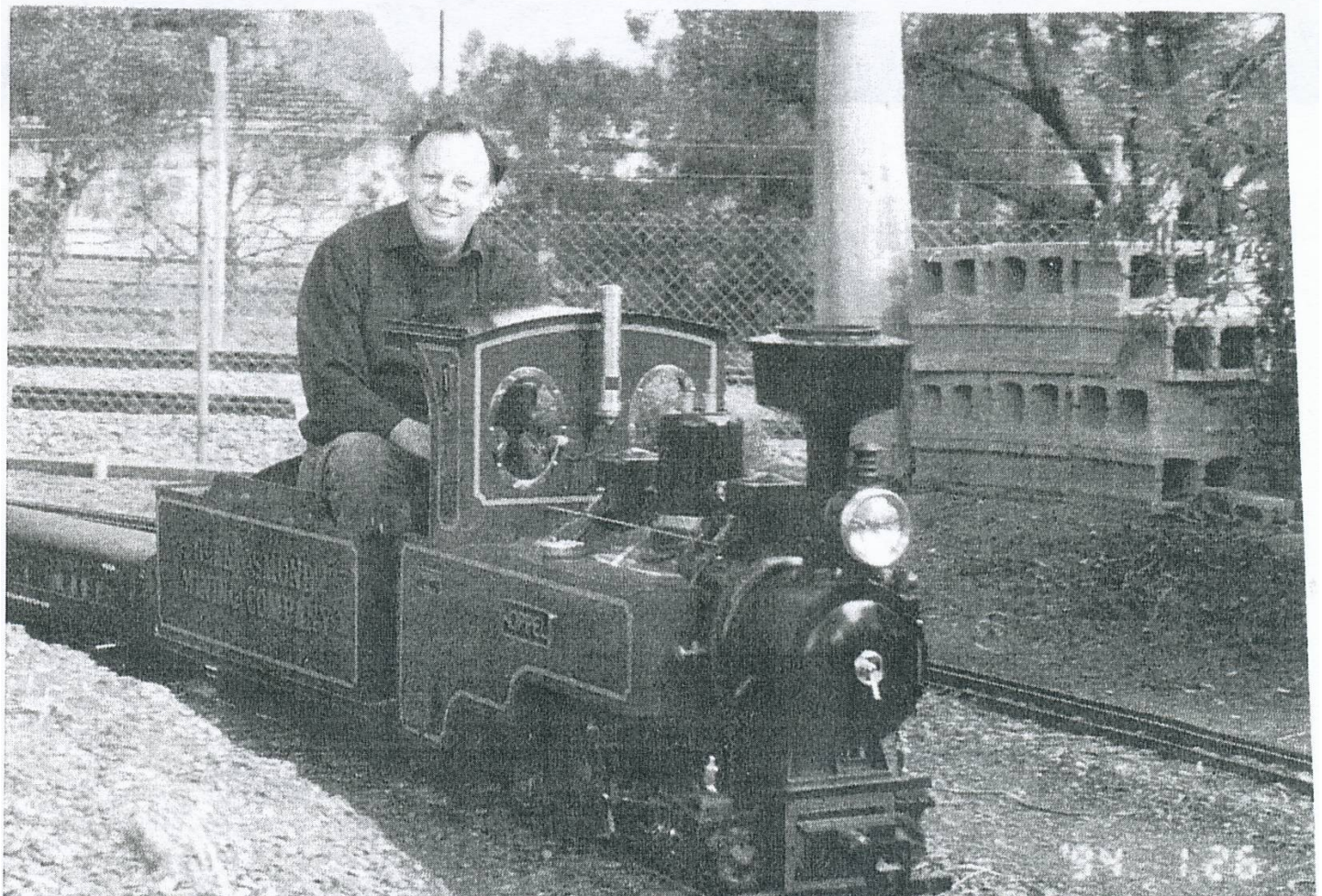
The photo above and the two on the next page, [photos 2 & 3] show a contrast in modelling concept, technology and size.

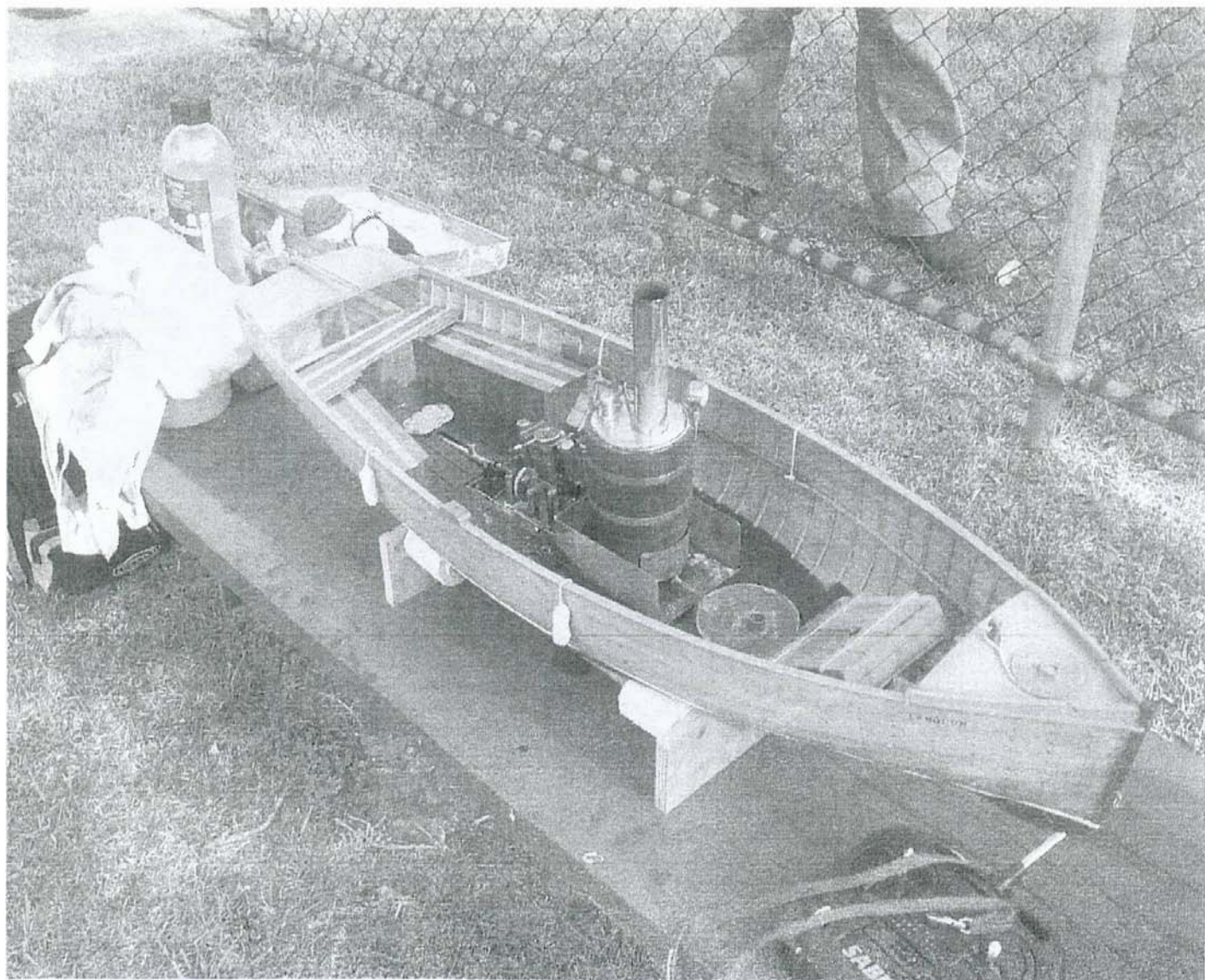
The heading photograph is the recently completed "SIMPLICITY" roller of John Levers. This model is one of low geared "grunt". Featuring an all gear cut differential transmission drive mounted within a very substantial solid plate chassis this unit replicates the full size unit. The steel boiler, as one will notice is inclined [as the full size one was] upon which a single cylinder of manganese bronze contains the stainless steel liner and viton "O" ringed piston. Fittings are either in bronze or stainless steel and the dual pack paint job finishes off a first class project. The front mounted side lamps add an authentic touch.

Photo 2 is of a couple of happy fellows behind a battery powered shunter. From the John Monte stable "JUNIOR" and mate "JACK" are of a motive power which is becoming more popular these days because of cost, ease of handling, ability to handle a load and can be constructed with a profile to suit the owner. An understanding of electronics is a distinct advantage, but there is always someone in the Club who knows the answer.

The final photo is "KOPPEL" a 0-6-0 x 71/4" g. loco of European design.

Seen running on field days the ease of which loads are pulled in relative quietness is noteworthy. This steel boilered loco is a superb piece of engineering by Bob Nash, whose attention to detail and extremely high manufacturing skills are reflected in trouble free performances.

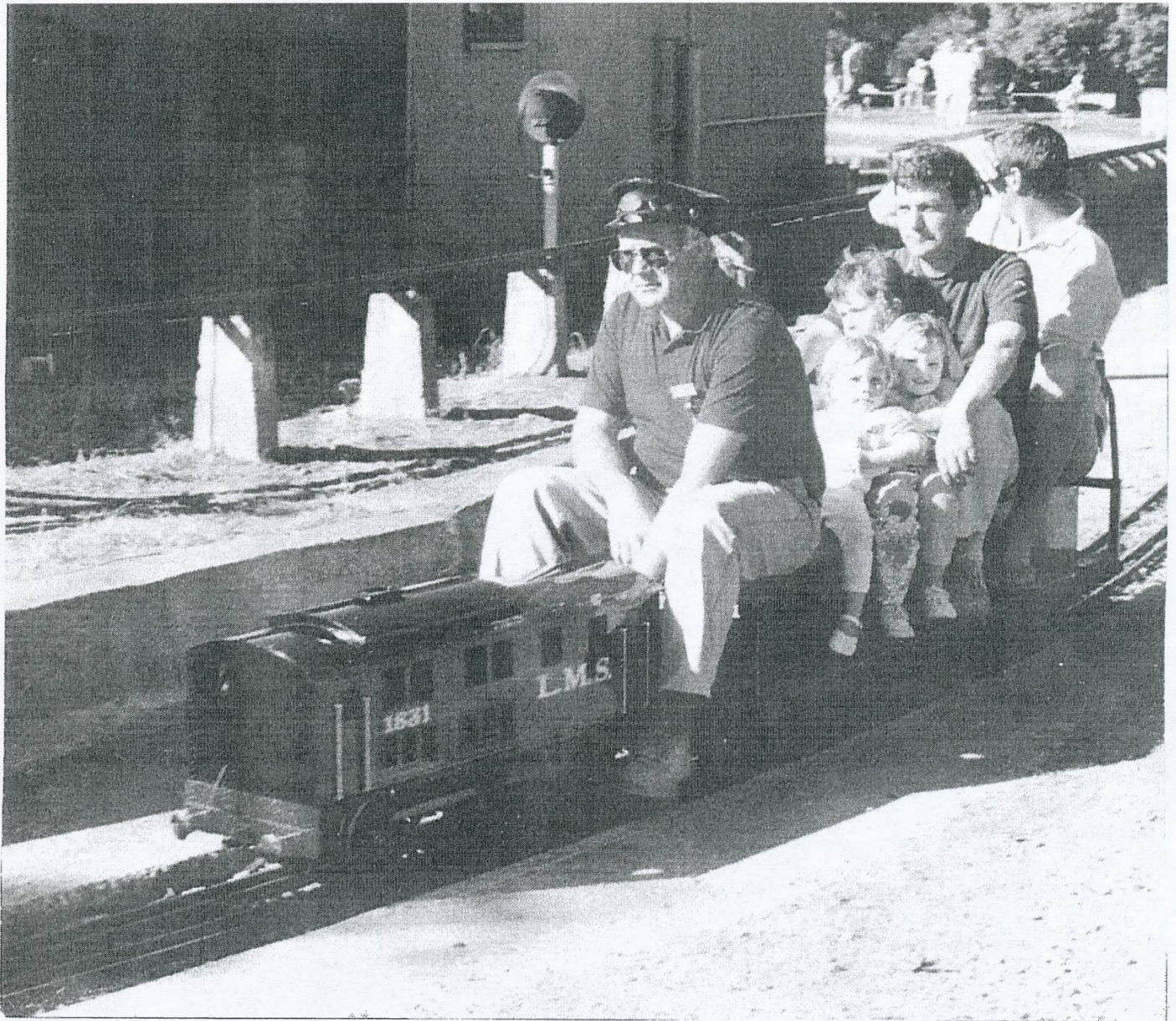




Bill Weste`s boat is 35" in length [890mm]. This equals one inch to the foot in full size. Of clinker built construction the model is typical of a work boat seen around English ports in earlier times.

Power is by a twin cylinder double acting oscillating engine steamed by a spirit fired pot boiler, turning a 3 bladed propeller of some 2.375" diameter. With radio controls this unit is a first class package.

Bill`s ability and woodworking skills can be traced back to having served an apprenticeship with the then Chrysler Car Company as a pattern maker. The craft and skills required of this now defunct trade called for the highest level in both wood and metals. Bill`s boat reflects these attributes.



The above photo of Jeff Schaefer and his petrol powered loco [at that time] was taken some time ago. For the newer members it is noted that in the background is the original raised 2.5", 3.5" and 5" g track. This track was dismantled in 1992 and within a period of 3 weeks was relaid, re-aligned where necessary and ballasted, without missing a field day!..

Back to Jeff`s loco. The profile and general arrangement is based on a full sized LMS Diesel loco, but modelled on an article in the English Model Engineer by Edgar Westbury entitled "1831". The article also described a small petrol powered combustion engine combined with a fairly complex transmission.

Of recent times Jeff has discarded the single cylinder petrol engine he had in originally and replaced it with a battery powered motor with solid state electronics. Drive to the axles is by chain.

The above combination has resulted in a smooth running performer in a compact unit for ease of transport and handling.



Ian Thomas is shown above participating in the recent loco efficiency trials. The leading loco is a green 4-6-2 Pacific, number 8443.

As can be seen the load being pulled was made up of all available riding trucks, coupled in with the dyno car, managed by Alan Wallace, and following up was Ian's petrol hydraulic shunter with a rake of sitin riding trucks. Most probably the longest, heaviest load ever pulled on the ground level circuit.

The loco is very heavy with a copper boiler of massive proportions and thickness. With a load as seen above, with the loco blowing off and throttle wide open, the sound of this unit is a true experience. Close your eyes and its the nearest thing to full size. As an aside its not too often you see a smoke box thats glowing red!



^A
The bove is a sight most likely not to be seen again.

It shows Norm Kernick, aided by Gerry Turner, working on starting up Norm`s Hydroplane.

Norm`s field day runs at around the 3.00pm mark were a feature of the boatpond and the visiting public. Since the decision by Norm not to run his tethered speed boat any longer the boat pond`s centre pylon has been removed and the pond has now taken on a much quieter ambience although all the more a spectacle due to the increasing number of water craft occupying the pond of late.



Posed on the ground level track is John Lewis's "Simplex" in 7.25" g. Originally started by Frank Lee, now deceased, the loco was finished by his best mate, Bert Francis.

John purchased the loco a while ago and is a regular runner on field days hauling loads with ease. In this photo passengers are Ryan, Jeff Schaefer's grandson and daughter, Julie.

"Simplex" in 5" g was a design by Martin Evans and featured in the English ME and was probably his most popular and most widely constructed loco he ever published. Good solid construction principles, straight forward design features and a free steaming boiler has made this loco a first choice for many modelers the world over.

OTHER THINGS

by Bill Coles, Editor.

There was a book published in 1987 by the Institute of Production Engineers, in Australia. Title, "Australian Made". the book covers the success stories in Australian manufacturing since 1937. Bit out of date now, but a real good read.

I have selected a few milestones which appealed to me, such as,

1931:- Holden`s and General Motors Australia merge, as General Motors- Holden Pty Ltd

1932:- Adelaide machine tool makers, Hercus, starts building small milling machines.

1935:- Adelaide electrical fittings maker Gerard [founded in 1920] moves to Bowden.

1937:- BHP decides to build an iron and steel works at Whyalla.

1938:- McPherson`s sign licensing agreement to make a range of British machine tools. Hercus moves plant to Southwark. [SA]

1940:- BHP lays keels of four corvettes at its new Whyalla shipyard. Ford`s Geelong plant makes mines for the Navy.

1941:- First ship launched at Whyalla. Japan enters the war.

1943:- Tungsten carbide tools made in three Austalian factories. First Australian-made Mosquito flies. Production of machine tools peaks, with 200 firms employing 12,000 people in an annual output of 14,000 machine tools.

1944:- Hercus builds 2300 machine tools during war years. Commonwealth Serum Laboratories begins to make penicillin.

1945:- Metal workers awarded two weeks annual paid holiday.

Lance Hill builds first rotary clothes hoist.

1946:- Kirby makes refrigerator sealed units. Demco make Bridgeport milling machines.

1949:- BHP launches *Iron Kimberly* at Whyalla, first ship with Australian main propulsion gearing, made at Bendigo Ordnance factory. Snowy Mountains project starts.

1950:- Female pay rates set at 75% of male rates. Hercus expands works, has 100 employees.

1951:- British Motor Corporation decides to make cars in Australia.

1955:- Ford introduces OHV V-8 engine. Victo makes first 2-stroke engine. Aluminium production begins at Bell-Bay. [Tas.]

1958:- GMH produces 500.000th Holden. Victor, 250.000th mower.

SASMEE OFFICE BEARERS

2009---2010

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B.A. CPEng. FIE Aust. FI MAR. EST

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